

AIR MINISTRY

Air Navigation Acts, 1920
and 1936

THE AIR NAVIGATION (No. 2) REGULATIONS, 1937

Made by the Secretary of State
for Air under the Air Navigation
(Consolidation) Order, 1923

13th September, 1937



LONDON

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AIR MINISTRY
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Air Navigation Acts, 1920
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REGULATIONS

In pursuance of the powers conferred upon me by the Air Navigation (Consolidation) Order, 1923, as authorised by the Air Navigation Acts, 1920 and 1936, and all other powers enabling me in that behalf, I, the Right Honourable Philip Cunliffe-Lister, Viscount Swinton, G.B.E., M.C., one of His Majesty's Principal Secretaries of State, make the following Regulations, amending the Air Navigation Directions, 1936 (A.N.D.13), as amended by the Air Navigation Directions, 1936 (A.N.D. 13A) and by the Air Navigation Regulations, 1937, which first-mentioned Directions as so amended are hereinafter referred to as "the said Directions".

1. For paragraphs 34 and 35 of the said Directions, the following paragraphs shall be substituted :—

" 34. The following provisions shall apply to aircraft registered in Great Britain and Northern Ireland in respect of which certificates of airworthiness issued or validated by the Secretary of State are in force :—

(1) When modifications which affect the safety of the aircraft are carried out to any such aircraft, the aircraft shall not again fly (except in so far as under the Order it might fly if it had no certificate of airworthiness) unless and until the modifications have been approved in writing. Provided, however, that this provision shall not apply to the carrying out to an aircraft of modifications which have already been so approved in respect of another aircraft of the same type, and which, in respect of the first mentioned aircraft, have been carried out in accordance with the terms of that approval and been inspected and certified in accordance with paragraphs 58 and 59.

(2) If at any time the Secretary of State considers modifications to any such aircraft to be necessary for safety, he may require such modifications to be carried out to it as a condition of its certificate of airworthiness remaining in force.

35. Applications for the approval of modifications affecting the safety of an aircraft should be made to the Secretary, Air Ministry, London, W.C.2. The procedure to be followed in such cases will be similar to that for the approval of design, etc., of type aircraft laid down in Subsections B, C and E of Section II of these Directions. The Secretary of State may, however, dispense with official flying trials or with such other portions of that procedure as he may consider unnecessary or inapplicable in the particular case."

2. At the end of paragraph 58 of the said Directions, the following words shall be inserted as an additional proviso :—

" Provided further that this paragraph shall not apply to modifications approved in respect of the particular aircraft under paragraph 35."

3. For sub-paragraph (1) of paragraph 64 of the said Directions the following sub-paragraph shall be substituted :—

(1) Flying machines.

(i) In all flying machines :—

(a) For all flights :—

The instruments specified in (1) of paragraph 23.

(b) For flights which extend beyond a radius of three miles from the point of departure :—

Equipment, as required by the circumstances of the case, for making the signals prescribed for aircraft in Section II of Schedule IV to the Order.

(c) For flights by night :—

Navigation lights.

Illumination for instruments and equipment.

(ii) In flying machines being operated in accordance with conditions applicable to the normal category :—

Safety belt for every seat provided in the machine for use by persons when performing the duty of piloting the machine.

Lap strap for every other seat provided in the machine.

(iii) In flying machines being operated in accordance with conditions applicable to the acrobatic category :—

Safety harness for every seat provided in the machine.

(iv) In amphibian flying machines :—

Indicator of position of landing wheels.

(v) In boat seaplanes whose weight fully loaded exceeds 5,000 lbs. :—

Such fittings and accessories as are necessary for manœuvring in harbour, including at least two drogues capable of being paid out astern while the seaplane is being towed.

(vi) In flying machines being used for aerial work :—

Hand fire extinguisher in each main compartment.

(vii) In flying machines in which smoking is permitted :—

Hand fire extinguisher in each compartment in which smoking is permitted.

(viii) In flying machines carrying passengers or goods for hire or reward, or whether for hire or reward or not where the carriage is effected by an air transport undertaking :—

(a) For all flights :—

Hand fire extinguisher.

(b) For all flights in flying machines capable of carrying ten or more persons including the crew :—

Artificial horizon.

Directional gyro.

Hand fire extinguisher in each main passenger compartment, with a minimum of two extinguishers.

(c) For flights which extend beyond a radius of 20 miles from the point of departure :—

Compass.

Watch.

Artificial horizon or longitudinal incline indicator.

Directional gyro or turn indicator.

Map or maps to cover the whole route of the proposed flight.

(d) For flights on which, under Section XI of these Directions, a licensed navigator is required to be on board :—

Drift indicator, except for flying machines in which the number of seats (including those for the crew) is not more than five.

(e) For flights on which a licensed navigator other than the pilot is on board :—

Chart table.

Navigation instruments.

Also when the pilot's instruments are not readily visible to the navigator :—

Second air speed indicator.

Second altimeter.

Second compass.

(f) For flights at any point of which the machine is more than ten miles from the nearest land :—

Lifebelt for each person on board.

Notices are to be displayed in the cabin of the machine stating where the lifebelts are situated and instructing passengers how to use them in the event of their being required. The place of stowage is to be clearly and prominently marked 'Lifebelt' or 'Lifebelts' as the case may be.

(g) For flights by night :—

Landing lights consisting of one of the following arrangements :—

Two wing tip flares ; or

One single filament lamp and one wing tip flare ; or

Two single filament lamps ; or

One dual filament lamp with separately energized filaments."

4. After sub-paragraph (3) of paragraph 64 of the said Directions, the following sub-paragraph shall be inserted :—

" (4) All aircraft.

For flights on which an altitude of 15,000 feet above sea level is reached otherwise than in emergency, and passengers and goods are carried for hire or reward, or whether for hire or reward or not where the carriage is effected by an air transport undertaking :—

A supply of oxygen together with suitable apparatus for the use thereof by passengers and crew in case of need placed under the control of a member of the crew."

5. For paragraphs 114 and 115 of the said Directions, the following paragraphs shall be substituted :—

" 114. A master pilot's certificate may be issued for land flying machines, for marine flying machines, or for both, according to the nature of the applicant's qualifications.

115. The qualifications required for the issue of a master pilot's certificate are as follows :—

(1) The applicant must be the holder of a current pilot's licence to fly public transport or aerial work flying machines (" B " licence) granted under the Order and valid—

(a) for land public transport or aerial work flying machines if a certificate for land flying machines is required ;

(b) for marine public transport or aerial work flying machines if a certificate for marine flying machines is required ;

(c) for both land and marine public transport or aerial work flying machines if a certificate for both land and marine flying machines is required ;

(2) He must have held for at least five years a pilot's licence to fly public transport or aerial work flying machines (" B " licence) granted under the Order, but irrespective of whether such licence has been in respect of land flying machines, or of marine flying machines, or of both ;

(3) He must be the holder of a current first class licence to navigate aircraft granted under the Order ;

(4) He must have flown in the capacity of pilot or navigator of flying machines not less than 7,000 hours, of which—

(a) a minimum of 5,000 hours has been flown as pilot in command of public transport or aerial work flying machines, and so that, of his minimum of 5,000 hours—

(i) not less than 1,000 hours has been flown on land flying machines if a certificate for such machines is required ;

(ii) not less than 1,000 hours has been flown on marine flying machines if a certificate for such machines is required ;

(iii) not less than 1,000 hours has been flown on land flying machines and not less than 1,000 hours on marine flying machines if a certificate for both land and marine flying machines is required ;

(b) a minimum of 2,500 hours has been flown as a pilot in command of multi-engined public transport or aerial work flying machines, but irrespective of whether such flying has been carried out on land flying machines, or on marine flying machines, or on both ; and

(c) a minimum of 500 hours has been flown as pilot in command of public transport or aerial work flying machines at night, including not less than 200 departures or landings made at night, but irrespective of whether such night flying and departures and landings have been carried out on land flying machines, or on marine flying machines, or on both."

6. After paragraph 117 of the said Directions, the following paragraph shall be inserted :—

" 117A. In this Section—

The expressions 'public transport flying machine' and 'aerial work flying machine' have the meanings respectively assigned to them by paragraph 87.

The expression "in command" denotes, where more than one pilot is carried in the flying machine, the superior pilot, and where only one pilot is carried, that pilot.

The expression "night" has the meaning assigned to it by paragraph 83."

7. At the end of paragraph 127 of the said Directions, the following words shall be inserted :—

"References to modifications to aircraft include references to changes of equipment or its installation, and the expression 'modified' shall be construed accordingly."

8. These Regulations may be cited as the Air Navigation (No. 2) Regulations, 1937.

9. These Regulations shall come into operation, as regards paragraphs 5 and 6 thereof on the 1st April, 1938, and otherwise on the 1st October, 1937.

SWINTON

Secretary of State for Air.

Air Ministry,

13th September, 1937.